









## SHIPPING NOTES.

A service of seven pilots has been organized to pilot vessels between Anikol Island and the roadstead of Vladivostok in and out, and within the roadstead. Vessels requiring pilots on arrival should enter Anikol Bay, Anikol Island. Those within the roadstead should hoist the pilot flag. The ice outside the island is 2 feet thick and has caused damage to no less than seven steamers, which are now being repaired in the harbour.

Captain Richard of the str. *Waikanae* has received a silver medal from the Viceroy of Canton for rescuing life off the Saddle in August, 1908. Captain Walker of the *Licensing* has also been presented with a diploma for similar services in the Gulf of Pechili.

The following have passed before examining boards at the Harbour Office, Hongkong, and been awarded certificates: James Hall, as 2nd engineer; Alfred Lancet, as master; Edward Joshua Wyse Clements, as 1st engineer; Ronald Longton Jones, as 1st mate; Edward Burger, as 1st mate; Samuel Grant Mavor, as 2nd engineer; Gilbert Peter McAdam, as 2nd mate.

The Ship Subsidy Bill introduced in the Washington House of Representatives last month provides an increase in pay to American ships for carrying the mails to South America, China, Japan, the Philippines and Australia, bringing it up to \$4 per mile for an outward voyage of 4,000 miles or more. An increased tonnage tax on the trans-oceanic trade is provided, and it is proposed to admit foreign-built ships to American register for the foreign trade. The author of the Bill, in an explanation of its provisions, said the proposition to increase the pay for carrying the mails is the most important feature of the measure. The Postmaster-General is authorized to pay second-class ships for carrying the mails the same rate of \$4 per mile that is now paid to first-class ships.

Mr. Humphrey points out that opponents of ship subsidy seem not to be aware that we already have the subsidy for first-class ships under a law enacted in 1891. This law, he claims, "is responsible for every American vessel on the Atlantic Ocean, and if repealed would cause the American flag to disappear from the seas within sixty days." The law of 1891, says Mr. Humphrey, defines a first-class ship as one of more than 8,000 tons and of twenty knots speed, which has been such a high requirement that vessels of that class have not found it profitable to engage in such American and Pacific Ocean trade. Mr. Humphrey proposes in his Bill to give the same subsidy to vessels of 5,000 tons capacity and of sixteen knots speed. The Bill lays many requirements for vessels before they can obtain the subsidy. The ship must be built according to plans approved by the Secretary of the Navy, of iron or steel, and with a view to their use in time of war, and be able to carry four or more cannon of not less than six-inch calibre. They must at all times be at the disposal of the Government. They must carry American boys and train them in seamanship, and be offered by American citizens and have crews composed of 50 per cent. or more of American sailors. The vessels cannot be sold without the consent of the Secretary of the Navy. Mr. Humphrey adds: "It might be well to add for those who have been declaring that the proposed legislation was to benefit existing lines that not a ship now running can take advantage of the provisions of the Bill. Neither need any of the 'watch-dogs' of the Treasury exercise their lungs, for there is no danger of national bankruptcy. It is especially provided that the amount that can be expended in any one year shall not exceed the estimated revenue from the foreign mail service for that year."

Mr. Humphrey's measure proposes to bring into the National Treasury about a million dollars annually through increased tonnage tax on vessels engaged in the trans-oceanic trade, "every dollar of which will come from foreign ships," he says. American vessels subject to this tax may have reduced the per cent. of their tonnage dues by carrying American sailors, one for each thousand tons of vessel.

The following list has been compiled of liners totally lost last year. It will be noticed that under the term "liner" have been included cargo vessels running in regular service. The values are those given in these notes, and where no insurance on the hulls appear to have been placed in the market, the gross tonnage is substituted for the value. Many of the vessels carried general cargoes, so that it has not been possible to ascertain the total interest involved, and in several instances insurance on disbursements, freight, &c., have been effected in addition to those on the hulls:—

Anglo-African	236,000	Maoi	240,000
Alhadi	15,000	Mahratta	52,000
Albany	16,850	Okefen	(2687 tons)
Ala Renald	45,000	Okefen	15,000
Dalmeijer	19,900	Osipenko	(5204 tons)
Doro	14,500	Presidente	18,000
Edvard Bohlen	(2272 tons)	Republie	228,300
Egypte	21,000	(2283 tons)	Osipenko
Garon	7,500	ed in market	
Gouverneur	20,000	Slavonia	90,000
Hettia	12,000	Southern Cross	54,000
La Seyne	(2379 tons)	Umlali	40,000
Langton	61,000	Wyndham	150,000
Lauriston	16,000		
Lusania	(100,000)		
	120,000	Total	1,490,150

Mr. Balfour's declaration in favour of free port areas for the purposes of the transhipment trade has naturally attracted a good deal of notice from shippers, says a London contemporary. It has been obvious from the first that under a General Tariff this class of business would be considerably interfered with unless special arrangements were made, and

free port areas represent the special arrangements which have found favour on the Continent. The German Empire, it appears, has as many as nine free port areas, varying in extent as follows:

	Acres.		Acres.	
Hamburg...	2,537	Emden	202	
Bremerhaven...	667	Stettin	152	
Cuxhaven	140	Brake...	42	
Geestemünde...	93	Danvig	1	H
Bremen	225			

Some 30 per cent. of the vessels engaged in the foreign trade of the German Empire enter and clear at these nine ports. Their free-port areas, it will be seen, vary considerably in extent, probably to a large degree with the size and position of the port itself. Thus Hamburg will have a transhipment trade such as German Baltic ports could not hope to attain. Other free-port areas on the Continent are as follows:

Acres.		Acres.		H
Trieste	103	Copenhagen	146	
Fiume	29	Sulina	(3 miles)	Jo

At the two Austro-Hungarian ports, we are told 77 per cent. of the vessels engaged in the foreign trade of the country enter and clear. At Copenhagen the proportion is about 46 per cent. At Sulina the free-port area consists of three miles of the Sulina branch of the Danube. The working principle is, of course, that goods do not become dutiable until they pass outside the free area, so that within that area they can be handled and transhipped without difficulty.

In some instances, it seems, goods are not only transhipped at Continental free ports, but are blended and even subjected to manufacturing processes. Thus at Hamburg goods are completely altered in character by various industries carried on within the free zone. At Bremen, on the other hand, no industrial operations affecting the dutiable value of the articles is permitted. Quite possibly the privileges of Hamburg represent special concessions. Hamburg for a long time stood outside the German Customs Union, and was eventually induced to come in on attractive terms. But, be the difference what they may, Continental countries seem to have settled this question very satisfactorily so far as they are concerned.

Liverpool steamship owners are probably right, therefore, in thinking that in much the same way as Continental countries have protected their transhipment trade, that of the Mersey could be equally safeguarded. But it is not only Liverpool which has to be considered. There is London, with its long line of river and its scattered docks. It certainly could not be left out of account, for its transhipment trade is at least as important as that of Liverpool, because of its contiguity to the Continent. Then there are big ports like Glasgow, Bristol, and Hull. They will scarcely be content to be treated differently from London and Liverpool, and there are a number of other ports which may not boast of much in the shape of transhipment trade, but which will be anxious to keep what they have got, and to attract more. The conclusion is that, if a general tariff is adopted, the claims of the various ports of the country will have to be carefully weighed. But that it would be possible to adopt a system of free port areas in this country without great inconvenience can hardly be doubted. Liverpool, with its enormous ocean traffic, is, at any rate, quite convinced of it.

It is pretty generally known that cargo-boat companies have experienced heavy losses in recent years. *Fair Play* publishes a table, dealing with the accounts of seventy-five companies, with suggests a truly disastrous state of affairs. The figures relate in every case to working results made known in the course of 1909. In the year previous twenty-nine out of seventy-five companies that dealt with passed their dividend. This time no fewer than forty-four out of seventy-five were unable to pay their shareholders anything, while forty-six of them put nothing aside for depreciation, as against twenty-seven in 1909. Only five companies in the list were able to write off anything approaching a proper amount for depreciation, which, it is remarked, shows that in the other cases where a dividend was paid it was taken out of capital. In the case of some of the order companies the mistake was made in the flourishing times of paying large dividends and not providing for lean years.

The seventy-five companies referred to have a paid-up capital of \$9,517,000, and a Debitante, &c., debt of \$4,985,051. They own 568 steamers, totaling 1,603,341 tons gross, the book value of which is \$15,915,404, and investments, debts, cash, &c., total \$1,445,946, the net amount owing by the companies being \$3,539,105. It is remarked that if the companies had written off 5 per cent. on the cost, or 6 per cent. on the reduced book value, about \$3,871,890 would have been absorbed. But the total profit from voyages was only \$247,997, out of which they would have to pay \$176,955 for interest on loans, &c., assuming it to be at 5 per cent., and a further sum for management fees, office expenses, and other matters.

## FREE IMPORTS INTO VLADIVOSTOK.

## PRIVILEGE TO GOODS FOR CHINA.

An Order has been issued by the Russian Customs Office at Vladivostok providing for the admission duty-free of Chinese or other foreign goods destined for China via Honan (China). The following provisions, says the *Deutsche Japan Post*, now apply to these goods:—

(1) Under the Order of March, 1894 (Russian calendar) relating to the transit of foreign goods through Russia, these goods must be accompanied by bills of lading on land and on sea.

(2) At the port of shipment the inscription "For Honan" must be placed on the bill of lading.

(3) At Vladivostok these goods will be subject to examination as provided and will be handed over to the consignees in exchange for the deposit of guarantee money equal to the amount of duty. At the same time a duty-free certificate will be drawn up, and the goods specially marked.

(4) On the goods being exported to China the certificate must be presented to the Customs authorities at Honan, and a declaration made that the goods are to be sent into China.

## HONGKONG JOCKEY CLUB.

## ANNUAL RACE MEETING.

## FIRST DAY.

Tuesday, February 15th.

The Officials of the Jockey Club are—  
Stewards—  
His Excellency Sir F. J. D. Legard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Hon. Sir H. Lambton, K.C.B., K.C.V.O., A.D.C.; His Excellency Major-General R. G. Broadwood, C.B., Commis. Hon. Sir R. N. The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. W. J. Green, F.R.S., D.E.C., Esq.; Major W. A. Eaton, Esq.; Major W. J. Green, F.R.S., D.E.C., Esq.; Major W. A. Eaton, Esq.; Major W. J. Green, F.R.S., D.E.C., Esq.; Major W. A. Eaton, Esq.

Stewards in charge of the Scale.—H. J. Gedgoe Esq., and Capt. F. W. Lyons, Esq.  
Handicappers—Major W. A. Eaton and J. A. Jupp, Esq.  
Judge.—The Hon. Sir Paul Chater, Kt., C.M.G. Assistant Judge.—Major W. A. Eaton. Starter.—The Hon. Sir Henry May, K.C.M.G. Second Starter.—M. W. Slade, Esq. Time Keeper.—T. S. Forrest, Esq. Hon. Treasurer.—J. F. Cox-Edwards, Esq. Clerk of the Course.—T. F. Hough, Esq.

At the Happy Valley yesterday the annual race meeting promoted by the Hongkong Jockey Club was started in favourable weather conditions. The races may be classed as the premier sporting and social event of the year, for without doubt they attract larger attendances than any other sporting or social function. On this occasion there are gathered together round the pretty little course at the Valley the most of Hongkong's inhabitants. The grandstand yesterday, as in former years, was a mass of colour, the racing array of European ladies and the silken robes of the Chinese, as well as other bright Oriental dresses, lending an attractive appearance to the cosmopolitan crowd present. A cool breeze prevailed throughout the day, and the heat of the sun was tempered by a cloudy sky. As usual, every nook of vantage was utilised, and in addition to the crowded stands around the course the inner enclosure was well filled with natives, while black rock and parts of the hillside were crowded with Chinese. The stands in the enclosure were dressed with flags, and a useful innovation was introduced in the form of an indicator which arose on the off-side of the course. The result of a race could be seen from this from most parts of the grand stand. The band of the Buffs was in attendance, and played selections of music throughout the day.

His Excellency the Governor, accompanied by Captain Mitchell-Taylor, A.D.C., and Captain Simson, Private Secretary, arrived before the second race was run, and was welcomed by Mr. T. F. Hough as Clerk of the Course. Vice-Admiral Baron Kinnaird was also the guest of the Jockey Club, and was received by the Governor in the vice-regal stand. There were many present who regretted the absence of one familiar figure. Mr. H. N. Mody, owing to a recent bereavement, was unable to attend. On this occasion a new rider entered the lists. It was Captain Mitchell-Taylor, A.D.C., Captain Taylor had several mounts, but no success. Perhaps he will have better luck to-day. A peculiar coincidence in yesterday's racing was that a pony with the unlucky No. 13 twice won, and backers had the satisfaction of receiving good dividends. In the race for the Victoria Stakes the standing record for the mile was broken by Little Gem Rose, who completed the distance in one and two-fifths seconds under the previous fastest time. The previous record time was established in 1905, and equalled in 1909, when Messrs. Toog and Spilman's Sutor covered the distance in 2 min. 05.25 secs. The latter time was also lowered by Meynell yesterday by three-tenths of a second. The arrangements of the Jockey Club officials were, as customary, excellent, and they are to be congratulated on the success of the first day of the meet—a success which will no doubt be repeated to-day and to-morrow.

THE WONG-NEI-CHONG STAKES. Winner \$400. Second \$150. Third \$75. For China ponies, subscription griffin of this season 1909-1910. Weight for inches as per scale. Entrance \$10. Three quarters of a mile.

Mr. W. G. Pirie's Man Man, 1st 1lb (Mr. Johnston) 1  
Captains Dwyer and Beasley's Kerry, 1st 1lb (Mr. Johnston) 2  
Mr. Buxey's Victoria Rose, 1st 12lb (Mr. Burkill) 3  
General Broadwood's Boreas, 1st 4lb (Mr. Heathcote) 0  
Mr. F. B. Marshall's Walnut Tree, 1st 12lb (Mr. Vidal) 0  
Mr. G. Q. Henrique's Valentine 1st 1lb (Owner) 0  
Messrs. Stabb and Murray Stewart's Cobalt, 1st 12lb (Mr. Crighton) 0  
Mr. Medico's Christmas Daisy, 1st 12lb (Mr. Master) 0  
Mr. Ellis Kadoorie's Roumanian Chief, 1st 1lb (Mr. Moller) 0  
Captain Mitchell-Taylor's Tomahawk 1st 1lb (Owner) 0

As the ten starters emerged from the outer field Man Man headed the field, Cobalt being second and Victoria Rose third. According to the line Man Man drew long the field and the field and Cobalt maintained second place. Passing the village the Rose challenged Cobalt and Kerry drew away from the bunch, and raced level with the Rose as the straight was entered. Man Man retained his lead in the home run, and passed the winning post lengths ahead of Kerry, who beat Victoria Rose for second place by half a length.

Time 1 min. 31.3/5 secs.  
Pari Mutuel Cash Sweep  
Winner: \$15.10 No. 176 \$806.40  
1st: \$7.90 No. 160 \$250.40  
2nd: \$14.90 No. 53 \$115.20  
3rd: \$18.30

THE FOCHOW CUP.—Winner \$500. Second \$150. Third \$75. For China ponies. Weight for inches as per scale. Ponies who have never won a race and griffin allowed 5 lb. Subscription griffin of this season 1909-1910 allowed 10 lb. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Allowances accumulative. Entrance \$10. Two miles.

Mr. F. B. Marshall's Palm Tree 1st 1lb (Mr. Vidal) 1  
Mr. Dryadust's Barry, 1st 12lb (Mr. Johnston) 2  
Mr. Buxey's Collar Rose 1st 1lb (Mr. Burkill) 3  
Only three ponies faced the starter, but a good race was provided. Tree was on the rails, with Rose second, when the bell rang and Tree and Rose raced neck and neck for the first time round with Barry in close attendance. The same order was maintained past the stand for the second time, but at the Canal, Tree drew ahead, and after Rose and Barry had ridden in partnership for a time the latter crept into

second place. Tree improved his position down the incline and the procession order continued into the straight. Tree finished with several lengths to spare from Barry, Rose being a good way behind. Time 4 min. 24 secs.  
Pari Mutuel Cash Sweep  
Winner: \$10.50 No. 66 \$1,420.55  
1st: \$8.60 No. 251 \$405.90  
2nd: \$13.60 No. 235 \$292.95

THE TRIAL PLATE.—Winner \$500. Second \$150. Third \$75. For China ponies, bona fide griffin on date of entry. Weight for inches as per scale. Subscription griffin of this season 1909-1910 allowed 7 lb. Winner of the Maiden Stakes 7 lb. extra. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. Allowances accumulative. From the Two mile post once round and in.

Mr. Buxey's Royal Rose, 1st 4lb (Mr. Burkill) 1  
Mr. F. B. Marshall's Persimmon Tree, 1st 12lb (Mr. Vidal) 2  
Mr. Ellis Kadoorie's Rubber Chief 1st 1lb (Mr. Moller) 3  
Mr. John Peel's Lamerton, 1st 10lb, 1lb over (Mr. Johnston) 0

This fine race was the first win for Buxey's stable. Persimmon Tree at the outset made the running for Royal Rose, and the other pair rode in partnership. They raced in couples round the back stretch and at the three-quarter post Rose went ahead. The advantage was not long retained by the Rose and up the incline Tree was in front. The leaders raced neck and neck into the village, with Chief third, and Tree led into the straight and was easily ridden home. Vidal's confidence lost him the race, and Burkill surprised him just at the post. Time 2 min. 19.1/5 secs.

THE GARRISON CUP.—Presented by the Officers of the Garrison. Second to receive \$150; and Third \$75. For China ponies subscription griffin of any season. Weight for inches as per scale. Winners at previous meetings of one race 7 lb.; of more than one 14 lb.; at this meeting 3 lb. extra. Penalties accumulative. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. One mile.

Mr. Buxey's Little Gem Rose (Mr. Burkill) 1  
Messrs. Beverley and Standish's Worcester 1st 1lb (Mr. Johnston) 2  
Mr. John Peel's Heraldic, 1st 12lb (Mr. Johnston) 3  
Mr. Ellis Kadoorie's Tartar Chief, 1st 10lb, 1lb over (Mr. Moller) 0  
Mr. L. B. Leeson's Seaford, 1st 12lb (Mr. Crighton) 0  
Mr. D. Slater's Rajput, 1st 8lb, 1lb over (Owner) 0

A record was achieved in this race, Little Gem Rose doing the distance in 2.04, as compared with the 2.05-2/5 of Heather King and Sutor previously. Heraldic settled in front of Tartar Chief and Seaford, and held the lead past the stand, but was challenged by Worcester at Bowington, Rose occupying the third position with Tartar Chief fourth. Uphill, Rose took second place and gradually reduced his distance from the leader. Round the bend Rose shot ahead and a fine race in the straight saw Worcester riding hard for second place with Tartar Chief third. The Rose, ridden easily, won by a couple of lengths from Worcester, Heraldic just displacing the Chief before the post. Time 2.04.

Pari Mutuel Cash Sweep  
Winner: \$5.80 No. 77 \$652.00  
1st: \$5.60 No. 4 \$186.30  
2nd: \$9.30 No. 153 \$93.15  
3rd: \$6.40

THE VALLEY STAKES.—Winner \$600. Second \$200. Third \$100. For China ponies. Subscription griffin of this season 1909-1910. Weight for inches as per scale. Entrance \$10. Three quarters of a mile.

Mr. W. G. Pirie's Man Man, 1st 1lb (Mr. Johnston) 1  
Captains Dwyer and Beasley's Kerry, 1st 1lb (Mr. Johnston) 2  
Mr. Buxey's Victoria Rose, 1st 12lb (Mr. Burkill) 3  
General Broadwood's Boreas, 1st 4lb (Mr. Heathcote) 0  
Mr. F. B. Marshall's Walnut Tree, 1st 12lb (Mr. Vidal) 0  
Mr. G. Q. Henrique's Valentine 1st 1lb (Owner) 0  
Messrs. Stabb and Murray Stewart's Cobalt, 1st 12lb (Mr. Crighton) 0  
Mr. Medico's Christmas Daisy, 1st 12lb (Mr. Master) 0  
Mr. Ellis Kadoorie's Roumanian Chief, 1st 1lb (Mr. Moller) 0  
Captain Mitchell-Taylor's Tomahawk 1st 1lb (Owner) 0

As the ten starters emerged from the outer field Man Man headed the field, Cobalt being second and Victoria Rose third. According to the line Man Man drew long the field and the field and Cobalt maintained second place. Passing the village the Rose challenged Cobalt and Kerry drew away from the bunch, and raced level with the Rose as the straight was entered. Man Man retained his lead in the home run, and passed the winning post lengths ahead of Kerry, who beat Victoria Rose for second place by half a length.

Time 1 min. 31.3/5 secs.  
Pari Mutuel Cash Sweep  
Winner: \$15.10 No. 176 \$806.40  
1st: \$7.90 No. 160 \$250.40  
2nd: \$14.90 No. 53 \$115.20  
3rd: \$18.30

THE MAIDEN STAKES.—Winner \$500. Second \$150. Third \$75. For China ponies, bona fide griffin on date of entry. Weight for inches as per scale. Subscription griffin of this season 1909-1910 allowed 7 lb. Entrance \$10. Three quarters of a mile.

Mr. F. B. Marshall's Maple Tree, 1st 12lb (Mr. Vidal) 1  
Mr. John Peel's Silverton, 1st 12lb (Mr. Johnston) 2  
Mr. Ellis Kadoorie's Belgian Chief, 1st 13lb, 1lb over (Mr. Moller) 3  
Mr. Buxey's Dwarf Rose, 1st 12lb (Mr. Burkill) 0  
Mr. Dryadust's Sarcos, 1st 12lb (Mr. Johnston) 0  
General Broadwood's Rufus, 1st 1lb (Mr. Johnston) 0  
Mr. T. F. Hough's Cadow's Dream, 1st 1lb (Mr. Master) 0

This race started in the football field, and as the ponies emerged from the bushes Maple Tree led from Boreas with Dwarf Rose third, Cadow's Dream fourth and Silverton fifth, the order being close. Ascending the incline the blue jacket of Silverton's rider was well in the van. Cadow's Dream running second and the Rose third. Silverton maintained premier position rounding the village, and the field closed as the straight was approached. In the home run Maple Tree drew level with Silverton, and Belgian Chief forged ahead of the rest of the field drawing closer on the leaders. The final lengths of the race proved very exciting, Maple Tree just matching victory from Silverton by a neck, while a like distance divided the second pony from the Chief.

Time—1 min. 33.3/5 secs.  
Pari Mutuel Cash Sweep  
Winner: \$19. No. 125 \$485.10  
1st: \$8.50 No. 36 \$138.50  
2nd: \$14.80 No. 71 \$69.30  
3rd: \$16.50

THE VICTORIA STAKES.—Winner \$500. Second \$150. Third \$75. For China ponies. Weight for inches as per scale. Bona fide griffin on date of entry allowed 5 lb. Subscription griffin of this season 1909-1910 allowed 10 lb. Entrance \$10. One mile.

Mr. Buxey's Little Gem Rose (Mr. Burkill) 1  
Messrs. Beverley and Standish's Worcester 1st 1lb (Mr. Johnston) 2  
Mr. John Peel's Heraldic, 1st 12lb (Mr. Johnston) 3  
Mr. Ellis Kadoorie's Tartar Chief, 1st 10lb, 1lb over (Mr. Moller) 0  
Mr. L. B. Leeson's Seaford, 1st 12lb (Mr. Crighton) 0  
Mr. D. Slater's Rajput, 1st 8lb, 1lb over (Owner) 0

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Mr. F. B. Marshall's Walnut Tree, 1st 12lb (Mr. Vidal) 0  
Mr. G. Q. Henrique's Valentine 1st 1lb (Owner) 0  
Messrs. Stabb and Murray Stewart's Cobalt, 1st 12lb (Mr. Crighton) 0  
Mr. Medico's Christmas Daisy, 1st 12lb (Mr. Master) 0  
Mr. Ellis Kadoorie's Roumanian Chief, 1st 1lb (Mr. Moller) 0  
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Messrs. Stabb and Murray Stewart's Cobalt, 1st 12lb (Mr. Crighton) 0  
Mr. Medico's Christmas Daisy, 1st 12lb (Mr. Master) 0  
Mr. Ellis Kadoorie's Roumanian Chief, 1st 1lb (Mr. Moller) 0  
Captain Mitchell-Taylor's Tomahawk 1st 1lb (Owner) 0

As the ten starters emerged from the outer field Man Man headed the field, Cobalt being second and Victoria Rose third. According to the line Man Man drew long the field and the field and Cobalt maintained second place. Passing the village the Rose challenged Cobalt and Kerry drew away from the bunch, and raced level with the Rose as the straight was entered. Man Man retained his lead in the home run, and passed the winning post lengths ahead of Kerry, who beat Victoria Rose for second place by half a length.

Time 1 min. 31.3/5 secs.  
Pari Mutuel Cash Sweep  
Winner: \$15.10 No. 176 \$806.40  
1st: \$7.90 No. 160 \$250.40  
2nd: \$14.90 No. 53 \$115.20  
3rd: \$18.30

THE VALLEY STAKES.—Winner \$600. Second \$200. Third \$100. For China ponies. Subscription griffin of this season 1909-1910. Weight for inches as per scale. Entrance \$10. Three quarters of a mile.

Mr. W. G. Pirie's Man Man, 1st 1lb (Mr. Johnston) 1  
Captains Dwyer and Beasley's Kerry, 1st 1lb (Mr. Johnston) 2  
Mr. Buxey's Victoria Rose, 1st 12lb (Mr. Burkill) 3  
General Broadwood's Boreas, 1st 4lb (Mr. Heathcote) 0  
Mr. F. B. Marshall's Walnut Tree, 1st 12lb (Mr. Vidal) 0  
Mr. G. Q. Henrique's Valentine 1st 1lb (Owner) 0  
Messrs. Stabb and Murray Stewart's Cobalt, 1st 12lb (Mr. Crighton) 0  
Mr. Medico's Christmas Daisy, 1st 12lb (Mr. Master) 0  
Mr. Ellis Kadoorie's Roumanian Chief, 1st 1lb (Mr. Moller) 0  
Captain Mitchell-Taylor's Tomahawk 1st 1lb (Owner) 0

As the ten starters emerged from the outer field Man Man headed the field, Cobalt being second and Victoria Rose third. According to the line Man Man drew long the field and the field and Cobalt maintained second place. Passing the village the Rose challenged Cobalt and Kerry drew away from the bunch, and raced level with the Rose



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Codes: A.B.O. 5th, E.L. 1st.

P.O. Box, 55. Telephone No. 12.

## NEW ADVERTISEMENTS

THE HONGKONG CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE

FROM This Date, and during the Absence of Mr. W. E. CLARKE from the Colony, Mr. JOHN ARNOLD will act as Secretary to the Company.

By Order,

Hongkong, 16th February, 1910. [25]

HONGKONG FIRE INSURANCE COMPANY, LTD.

## NOTICE TO SHAREHOLDERS

THE FORTY-FIRST ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the Undersecretary at 12 o'clock (Noon) on WEDNESDAY, the 9th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd February to the 9th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, 15th February, 1910. [27]

## FOR SHANGHAI

THE P. & O. S. N. Co.'s Steamship

"DELTA," Captain B. W. H. Snow, will leave for the above Places on FRIDAY, the 18th inst., at 1 p.m. For Freight or Passage, apply to

E. A. HEWETT, Superintendent.

Hongkong, 16th February, 1910. [1]

"MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "SIKH," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery to the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersecretary on or before the 15th March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 p.m.

No Fire Insurance has been effected by Bills of Lading will be countersigned by

DODWELL & Co., Ltd., Agents.

Hongkong, 15th February, 1910. [26]

HONGKONG GENERAL CHAMBER OF COMMERCE.

## NOTICE

FROM This Date, and during the Absence of Mr. E. A. M. WILLIAMS from the Colony, Mr. A. R. LOWE has been Appointed Acting Secretary to the Chamber.

EDBERT A. HEWETT, Chairman.

Hongkong, 14th February, 1910. [29]

THE ROYAL HONGKONG YACHT CLUB.

AN EXTRAORDINARY GENERAL MEETING will be held in the Office of the UNION INSURANCE SOCIETY OF CANON, on FRIDAY, the 18th inst., at 5.15 p.m., to discuss the proposed sale of certain boats to Saigon.

S. P. WARBROOK, Hon. Secretary.

Hongkong, 10th February, 1910. [27]

## "SOLIGNUM"

A perfect preservative stain for Wood, Stone and Brickwork.

It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather.

"SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimonials of the Governments of India, the Sudan, etc.

In Drums and Barrels of Various Colours. Prospectus and all further information from

SIEMSEN & Co. (Machinery Dept.), Hongkong.

Sole Agents.

Hongkong, 8th December, 1909. [1494]

GRAU & CO.

27, Des Vaux Road. Dealers in ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUE for 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigarettes, etc., etc.

Inspection Invited. [110]

AUTOMATIC BROWNING POCKET PISTOLS.

With CHAMBER for 8 CARTRIDGES. FILING 8 SHOTS in 2 SECONDS. SIEMSEN & Co. Hongkong, 6th March, 1907. [38]

## PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of February, 1910, at Noon, for the purpose of receiving the Report of the Board of Directors together with the Statement of Accounts for the year ending 31st December, 1909.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 7th February, to SATURDAY, the 19th February, 1910 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH, Chief Manager.

Hongkong, 29th January, 1910. [23]

HONGKONG ICE COMPANY, LTD.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of the General Managers at 12.30 p.m. on SATURDAY, 26th instant, to receive a Statement of the Company's Accounts to 31st December, 1909, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th Feb. to 26th Feb., both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 9th February, 1910. [21]

DR. M. H. CHAUN, DENTAL SURGEON.

33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.

Telephone 124.

Hongkong, 27th January, 1910. [1152]

SIEN TING

SURGEON DENTIST, No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [122]

## FOR SALE

FOR SALE.

A Quantity of NETTING for Tennis Courts.

TABLE BILLIARD SETS, SLATE BEDS, from \$400.

CHINA EXPRESS CO., 3, Duddell Street. [40]

## FOR SALE

THE Cutter Yacht "BRYNHILDE," as she lies off AN KIN's, with all Gear and Stores, Bedding and Mess Trunk on Board.

Length over all 42 feet; Beam, 10 feet 3 inches; Draught, 5 feet.

Load 1000 lbs. 7030 lbs. Teak Built, Copper Fastened.

New Sails, 4 trees about 1700 square feet.

Large English-built Dinghy, Three Anchors, Chain and Heavy Cables, Two Life Buys, Compass, Lights, etc.

Complete and ready for sea.

LEIGH & ORANGE, Princes Building, 2 Des Vaux Road Central.

Hongkong, 31st December, 1909. [106]

## FOR SALE

REMAINING PORTIONS OF MARINE LOTS 31 and 36, at PRATA EAST.

Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285.

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd., ENGINEERS, 40, PRATA EAST, HONGKONG.

Hongkong, 8th June, 1906. [14-16]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [137]

A. TACK & CO.

25, Des Vaux Road, CENTRAL.

THE LARGEST PHOTO-SUPPLIES.

In This Colony.

DEVELOPING, PRINTING & ENLARGING UNDERTAKEN.

Hongkong, 4th February, 1910. [32]

NEW CARTRIDGES.

By popular English Manufacturers in all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 88SG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 26th October, 1906. [1314]

## INTIMATIONS

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS at 11.45 a.m. TO-DAY (WEDNESDAY) and TO-MORROW (THURSDAY), the 16th and 17th instant, respectively.

Hongkong, 15th February, 1910. [238]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that the MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS at 11.45 a.m. TO-DAY (WEDNESDAY) and TO-MORROW (THURSDAY), the 16th and 17th instant, respectively.

By Order,

A. R. LOWE, Secretary.

Hongkong, 15th February, 1910. [239]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

RACE HOLIDAYS.

NOTICE IS HEREBY GIVEN that the FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS at 11.45 a.m. TO-DAY (WEDNESDAY) and TO-MORROW (THURSDAY), the 16th and 17th instant, respectively.

By Order,

A. R. LOWE, Secretary.

Hongkong, 15th February, 1910. [239]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1910.

TO-DAY (WEDNESDAY) TO-MORROW (THURSDAY), and SATURDAY (OFF-DAY).

16th, 17th and 19th FEBRUARY.

TICKETS OF ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Price \$7 for the Meeting (excluding the Off-Day), or \$3 per day. Tickets for the Off-Day, \$2.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH, Clerk of the Course.

Hongkong, 1st February, 1910. [241]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races, 16th, 17th and 19th inst.

A Stand and Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which will be sent out with the Members' Tickets on the 7th inst.

All Tickets must be produced to gain admission.

Special accommodation will be reserved in recent years for Chinese Ladies and their Female attendants in the Stand erected on the plot of ground next to the Luncheon Club Stand.

T. F. HOUGH, Clerk of the Course.

Hongkong, 1st February, 1910. [242]

HONGKONG JOCKEY CLUB.

NO CHILDREN under the age of 14 years will be admitted into the Enclosure.

T. F. HOUGH, Clerk of the Course.

Hongkong, 1st February, 1910. [243]

HONGKONG JOCKEY CLUB.

NO Servants will be allowed inside the ENCLOSURE of the Race Course during the Race day WITHOUT TICKETS, which can be had on application to the Undersecretary. These Tickets are only available for servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession, will forfeit them and the holders thereof will be removed from the Enclosure.

T. F. HOUGH, Clerk of the Course.

Hongkong, 1st February, 1910. [244]

BEAR IN MIND.

1. The First Consignment of a large and varied Stock of the latest style of PARISIAN COMBS specially selected by Mr. SCORRIS has arrived.

2. The most modern ELECTRIC HAIR-DESKING APPARATUS has been installed in our Ladies' Salon, 285, Des Vaux Road, Central.

3. The services of another FIRST-CLASS LADIES' HAIRDRESSER from Europe are available.

THE FABRIK TOILET COMPANY, LTD., No. 13, Queen's Road Central.

Hongkong, 14th February, 1910. [235]

"THE SAYINGS OF CONFUCIUS," TRANSLATED BY L. A. LYALL, OF THE CHINESE CUSTOMS SERVICE. 8vo. PRICE \$2.75.

IN this New Translation of the LUN-YU, Mr. LYALL tries to reproduce the rhythm and brevity, as well as the literal meaning of the original.

A short introduction gives some account of the life and times of Confucius, and brief historical notes explain the various characters mentioned in the text. No critical or explanatory notes are given, the object being to let the Book speak for itself.

Published by Messrs. LONGMANS, GREEN & Co., London, E.C.

To be obtained from KELLY & WALSH, LTD., Hongkong.

Hongkong, 14th February, 1910. [236]

THE SWATOW DRAWN WORK Co., Ltd., QUEEN'S ROAD CENTRAL.

MANUFACTURERS of the best quality of Hand-made Drawn Chinese Linen and Grass Cloth. All kinds of Silk of best quality, Canton Embroidery and Chinese Lacquer from the latest French Patterns.

Hongkong, 25th December, 1909. [1432]

## TO LET

TO LET—FURNISHED.

66 THE GROVE, MACDONNELL ROAD, Hongkong. 2-Roomed House, fitted with Electric Light, detached. Servants' Quarters and Tennis Court, from 1st May, 1910. Apply to—

PERCY SMITH & SETH, Hongkong, 11th January, 1910. [159]

TO LET.

Nos. 62 and 64, CAINE ROAD.

Apply to—

HO U MING, 8, Queen's Road Central.

Hongkong, 8th December, 1909. [96]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October, at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st February, 1910. [89]

TO LET—FURNISHED.

66 TANTALON, 126A, BAKER ROAD, Rent \$25 per Month. Seen by appointment only.

Apply to—

GODDARD & DOUGLAS, Hongkong, 9th December, 1909. [100]

TO LET.

IN No. 6, DES VEAUX ROAD CENTRAL, ONE GODOWN.

FIRST FLOOR of No. 4, Des Vaux Road, recently vacated by Institution of Engineers and Shipbuilders.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers No. 31 Wyndham Street.

DAVID SARSON & Co., Ltd., Hongkong, 24th January, 1910. [95]

TO LET.

RAVENSHILL WEST, No. 1 PARK ROAD.

Apply to—

DEACON, LOOKER & DEACON, Hongkong, 1st February, 1910. [240]

TO LET.

NO. 2, BEACONSFIELD ARCADE, facing the Sports Ground.

No. 4, CONDUI ROAD, 5 ROOMS, from 1st April, 1910.

From 1st March, 1910, for one year, a NEW 3-ROOMED BUNGALOW, at junction of Kennedy Road and Wongnai Cheong Gap.

For 6 months from 1st May, 1910, MOUNT GOUGH, 119A, Prince's Road, Fully Furnished, 2 Sitting Rooms and 4 Bed and Bath Rooms, and use of Tennis Court with other PREMISES, lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shekwan Road.

PREMISES at 10, DES VEAUX ROAD, lately in occupation of the C. & A. Kowloon Railway, CHEUNG TONG (furnished), No. 10, Peak, 1st April to 1st October, 1910.

THE EVELIS, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Offices.

No. 25, SHELLEY STREET (new House), GODOWNS in Island Street.

HOUSES in BEILLOUS TERRACE, ROBINSON ROAD, newly painted and colored, exceptionally cheap rentals.

FOR SALE—FOR CASH, at Pak, commanding a magnificent view of the Harbour and adjacent Islands.

Apply to—

LINSTEAD & DAVE, 3rd Floor, Alexandra Buildings, Hongkong, 29th January, 1910. [91]

TO LET.

GODOWN, No. 14, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st February, 1910. [88]

TO BE LET.

WITH Possession from March, 1910. (Unfurnished or if desired the furniture could be taken over at valuation.)

"IAN MOIR," Peak Road, 3-Roomed semi-detached house, commanding a good view of the harbour. Tennis Court and Vegetable Garden.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau Ma Tei, Area 5,200 square feet with 285 feet. Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, Hongkong, 1st December, 1909. [99-109]



NAPIER JOHNSTONES  
"SQUARE BOTTLE"  
WHISKY.

BEWARE OF IMITATIONS  
THE SAME TODAY AS IN 1745

SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.,**  
and from ALL WINE MERCHANTS. [46]

## INSURANCES

**NORTH BRITISH AND MERICAN  
TILE INSURANCE COMPANY.**  
WITH WHICH IS INCORPORATED THE  
OCEAN MARINE INSURANCE CO.  
TOTAL FUNDS at 31st December, 1908  
£19,121,310.

I. Authorized Capital ... 26,000,000  
Subscribed Capital ... 3,275,000  
Paid-up Capital ... 1,212,500 0 0  
II. Fire Funds ... 3,204,753 7 10  
The Underwritten AGENTS for the above  
Company are prepared to ACCEPT RISKS  
against FIRE at Current Rates.  
**SHEWAN TOMES & CO.,**  
Agents.  
Hongkong, 15th January, 1909. [308]

ACCIDENT AND SICKNESS  
INSURANCE.

**THE GENERAL ACCIDENT, FIRE, AND  
LIFE ASSURANCE CORPORATION,  
LIMITED,** is prepared to extend the benefits  
of its well-known "HOME" Policies to Hongkong.  
Fire Risks also Accepted at Current Rates.  
For Prospectus and Particulars, apply to—  
**W. G. HUMPHREYS & CO.,**  
Agents.  
Hongkong, 18th January, 1910. [187]

## NOTICE

HAVING been appointed AGENTS in  
Hongkong for the **WARRAN ASSURANCE  
COMPANY**, we are prepared to accept approved  
European and Chinese Risks at Current Rates.  
**JOHN D. HUMPHREYS & SON,**  
Hongkong, 18th August, 1909. [1083]

## APIOLINE

(CHAPOTEAUT)



## LADIES

For functional troubles, delay, pain  
and those irregularities peculiar to  
the sex.  
Prescribed by the highest French  
Medical authorities and superior to  
Tansy, Stoea Drops and Pandy Royal.  
**CHAPOTEAUT, 8, rue Vivienne, Paris.**  
Sold by all Chemists.

108-5

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI

CODE WORD "DOCK."  
A.I. A.B.C., and Engineering Code Used  
NEW DOCK NOW OPEN.  
DOCK No. 3.

Extreme Length ... 722 feet.  
Length on Blocks ... 714 "  
Width of Entrance on Top ... 964 "  
Width of Entrance on Bottom ... 869 "  
Water on Blocks at Spring Tides 344 "

DOCK No. 1.  
Extreme Length ... 523 feet.  
Length on Blocks ... 513 "  
Width of Entrance on Top ... 88 "  
Width of Entrance on Bottom ... 77 "  
Water on Blocks at Spring Tides 64 "

DOCK No. 2.  
Extreme Length ... 371 feet.  
Length on Blocks ... 359 "  
Width of Entrance on Top ... 66 "  
Width of Entrance on Bottom ... 53 "  
Water on Blocks at Spring Tides 22 "

PATENT SLIP.  
Suitable for vessels up to 1,000 tons.  
THE WORKS are well equipped with  
LATEST PLANTS and APPLIANCES  
to undertake BUILDING and  
REPAIRING SHIPS, ENGINES, and  
BOATERS, and also ELECTRICAL  
WORK.

A LARGE STOCK of MATERIALS is  
always kept on hand.  
THE COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 I.H.P.)  
especially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
for notice.

Short Notice.

## NOTICES TO CONSIGNEES

NORDDDEUTSCHER LLOYD BREMEN,  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "LUETZOW"

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Tobacco, and Valuables, are being  
landed and stored at their risk into the  
Godowns and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, and West  
Point Godowns, whence delivery may be  
obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all goods remaining  
undelivered after the 18th inst. will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 18th inst. at 5.30 a.m.  
All Claims must be sent to the Office of the  
underwritten before Noon on the 21st inst., or  
they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
underwritten.

This Steamer brings Cargo.

Ex. S.S. "BARRABO" from Venice via  
Port Said.

Ex. S.S. "SENEGAL" from Smyrna via  
Naples.

NORDDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
General Agents.

Hongkong, 14th February, 1910. [5]

NAVIGAZIONE GENERALE  
ITALIANA.

(Florio and Rabatino United Companies.)

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

## THE Steamship

## "ISCHIA."

having arrived from the above Ports, Con-  
signees of Cargo by her are hereby informed  
that their Goods are being landed at their risk  
into the hazardous and/or extra hazardous God-  
owns of the Hongkong and Kowloon Wharf and  
Godown Company, Ltd., Kowloon, whence  
delivery may be obtained. Perishable Goods to  
be taken delivery of immediately.

All Claims must be sent to the Office of the  
underwritten before Noon on the 21st inst., or  
they will not be recognized.

All Claims must be presented within ten days  
of the steamer's arrival here, after which date  
they cannot be recognized.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 18th inst. will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 20th inst. at 5.30 a.m.

No Fire Insurance has been effected.

**CARLOWITZ & CO.,**  
Agents.

Hongkong, 14th February, 1910. [4]

## TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "KIYO MARU."

having arrived, Consignees of Cargo are hereby  
informed to send in their Bills of Lading for  
countersignature, and take immediate delivery  
of Cargo along with the vessel.

Cargo impeding the discharge of the vessel  
will be landed at once at Consignees' risk and  
expense.

Cargo remaining on board after SATURDAY,  
the 19th inst., 1910, at 4 p.m., will be landed  
and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected.

All Cargo undelivered SATURDAY, the 19th  
inst., 1910, will be subject to rent.

All chafed and otherwise damaged Cargo will  
be examined MONDAY, the 21st inst., at 10 a.m.

No Claims will be admitted after the Goods  
have left the Steamer or Godowns.

**N. YAMADA,**  
Acting Manager.

Hongkong, 15th February, 1910. [292]

## S.S. "ERNEST SIMONS,"

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE

CONSIGNEES of Cargo from London ex  
s.s. "Dordogne" and "Charente" from  
Havre ex s.s. "Matapan" from Bordeaux ex s.s.  
"V. d'Arres" "V. de Lille" "V. de Cotte" and  
"Dunkerque" in connection with above  
Steamers are hereby informed that their  
Goods, Tobacco, and Valuables, are being  
landed and stored at their risk into the  
hazardous and/or extra hazardous Godowns  
of the Hongkong and Kowloon Wharf and Godown  
Co., Ltd., at Kowloon, whence delivery may  
be obtained immediately after landing.

Optional Cargo will be forwarded on unless  
indication is received from the Consignees  
before 10 a.m. To-day, requesting it to be  
landed here.

Bills of Lading will be countersigned by the  
underwritten. Goods remaining undelivered after  
the 21st inst. at Noon, will be subject to  
rent and landing charges.

All claims must be sent in to me on or before  
the 21st inst., or they will not be recognized.

All damaged packages will be examined on  
the 21st inst., at 3 p.m.

No Fire Insurance has been effected.

**P. THOMAS,**  
Agent.

Hongkong, 14th February, 1910. [2]

## "GLEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, HULL,  
AND LONDON AND SINGAPORE.

## THE Steamship

## "GLENARON."

Capt. B. Woolfenden, having arrived from the  
above Ports, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Ltd.,  
Kowloon, and stored at Consignees' risk and  
expense.

All broken, chafed, and damaged goods are to  
be left in the Godowns, where they will be  
examined on MONDAY, the 21st inst. at 3 p.m.

All claims must be presented within fifteen  
days of the steamer's arrival here, after which  
date they cannot be recognized.

No claims will be admitted after the Goods  
have left the Godowns, and all goods remaining  
undelivered after the 21st inst. will be subject  
to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**SHEWAN TOMES & CO.,**  
Agents.

Hongkong, 14th February, 1910. [287]

## LOCAL SPORT.

## YACHTING.

## H.K.Y.C.

The seventh Club Races were held on  
Saturday, the 12th February, in a fresh easterly  
breeze. The start was made at 2.30 p.m. for  
the handicap class and at 2.50 p.m. for the One  
Design Class. In the former there were seven  
competitors.

Vernon sailed by Mr. H. P. Tooker.  
Dione ... Mr. A. G. M. Fletcher  
Erica ... Mr. A. Danson  
Kathleen ... Capt. Wadd, R.E.  
Ada ... Mr. B. Chapman  
Ayesha ... Capt. Clark  
Ayesha ... Lieut. Sheddin, R.A.

The boats made a fairly even start except the  
Ada, which started late on the starboard tack,  
but the three larger ones, Vernon, Dione, and  
Erica, soon took the lead. The latter stopped  
out in this style in the strong wind and she would  
have rounded the first mark, Lyseum Beacon,  
first if she had not slightly oversteered, and  
thereby allowed Vernon and Dione to cut in,  
the two latter rounding almost together,  
and a few seconds ahead of her, but unfortunately  
a collision occurred here between Dione and  
Erica, whereby they both lost time and gave  
the lead to Vernon, the remainder of the fleet  
being some distance behind. It was now a run  
to the East Rock Buoy, which was rounded by  
Vernon about half a minute ahead of Erica  
and Dione, who were practically together at the  
mark, but again fouled each other, with more  
serious consequences, for Erica's main sheet  
getting caught in Dione's tiller broke the latter.  
Mr. Fletcher was obliged to retire from the  
race. Kathleen now took second place, and  
sailing well appeared as if she would save her  
time when Vernon rounded the Lyseum Beacon  
again, but on the run home the latter increased  
her lead somewhat and the boats finished in the  
following order:—

H. M. S. CORRECTED.  
Vernon ... 4 27 18 (2) 4 27 18  
Kathleen ... 4 33 45 (3) 4 33 45  
Erica ... 4 33 54 (4) 4 33 54  
Ada ... 4 35 40 (4) 4 35 40  
Ayesha ... 4 37 20 (1) 4 37 20  
Ada ... 4 45 40 (6) 4 45 40

The marks are now as follows:—  
Vernon ... 47 min.  
Kathleen ... 31  
Ada ... 23  
Ada ... 16  
Dione ... 15  
Ayesha ... 14

## ONE DESIGN CLASS.

For the 7th Club Race, only 4 boats turned out,  
Alannah again being absent from the Club race.  
Halcyon was away first, with Bonito to leeward,  
and Alia and Daphne astern. Halcyon pointed  
higher than the others, and when the Beacon  
was rounded she was 11 minutes ahead, Alia  
rounding about a length ahead of Bonito, with  
Daphne some way astern.

The order remained unchanged on the run  
down to the East Rock Buoy, but Bonito dropped  
astern. Heading back to Channel Rocks the  
rear boats came up a bit on Halcyon, but she  
still had a good lead and won her sixth club race  
with a minute to spare.

## FINISHING TIMES.

H. M. S. CORRECTED.  
Halcyon ... 4 28 40  
Alia ... 4 29 46  
Bonito ... 4 31 0  
Daphne ... 4 35 32

## MARKS.

Halcyon ... 31  
Bonito ... 21  
Alia ... 9  
Daphne ... 6  
Alannah ... 3

On the 14th inst. both classes again turned  
out for a Sweepstake of \$5.00 each boat and the One Design class  
for a handsome cup presented by Mr. J. N.  
Mody.

The handicap boats started at 11.30 a.m.,  
and the One Design at 11.40 a.m. The  
courses were as follows:—Handicap Class Ly-  
seum Beacon (port) North Fairway Buoy (port)  
and Home One Design Class—Channel  
Rocks (port) North Fairway Buoy (port)

The handicap class consisting of Vernon,  
Dione, Kathleen, Erica, Ada and Ayesha, made  
a nice start in a fresh easterly breeze somewhat  
variable in direction in different parts of the  
harbour. The Erica followed by Vernon at first  
took the lead, but Dione picking up a S.E.  
breeze rounded the Beacon first, Erica,  
Vernon and Kathleen together, and in the  
operation Kathleen's sheet getting jammed the  
run into the Vernon, both boats receiving  
some slight damage and losing time. On  
the run to the Fairway Buoy the Vernon passed  
the leaders by getting a lucky streak of wind,  
but before the mark was reached the Dione was  
favoured in the same way and again took the  
leadership, rounding the Buoy about two se-  
conds ahead. On the beat back the wind was  
very fluky, and the larger boats did not appear  
to do so well in comparison as some of the  
smaller ones, the Kathleen especially, and the  
final result was as follows:—

H. M. S.  
Dione, receiving 2min. ... 1 58 15  
Vernon, scratch ... 2 0 15  
Erica receiving 4min. ... 2 0 15  
Kathleen ... 2 2 20  
Ada ... 2 3 55  
Ayesha ... 2 6 55

Ayesha was therefore the winner, with  
Kathleen 2nd, Ada 3rd, Erica 4th, Dione 5th,  
and Vernon 6th.

## THE MORY OUP.

The course was from the usual starting line  
off the Club House round Channel Rocks (port),  
North Fairway Buoy (port) and back to the  
starting line.

The starting gun went at 11.40, when the  
following boats crossed the line in the order  
named:—Halcyon (Mr. Rouse), scratch; Alia  
(Mr. Jameson), 1 minute allowance; Alannah (L.  
(Mr. Hett), 3 minutes allowance; Daphne (Lieut.

Shannon, R.N.), 3 minutes allowance. All the  
boats made the Channel Rocks on the starboard  
tack with a good breeze and rounded the mark  
in the following order:—Halcyon, Alannah, L.  
Daphne and Alia. On the run down the boats  
kept the same order, but Alia overtook Daphne  
at the mark. On the beat back Alia's jib-boom  
carried away and her chance of saving her time  
on the two leading boats was lost. Daphne lost  
considerably by going in towards the Yau-mat  
shore. Halcyon tacked down the middle of the  
harbour and eventually crossed the line first, but  
Alannah L. with 20 seconds in hand, finished  
next and won.

Times of finishing Actual Corrected  
Halcyon ... 1 54 8 (2) 1 54 8  
Alannah ... 1 51 49 (1) 1 51 49  
Alia ... 1 57 46 (3) 1 56 46  
Daphne ... 2 3 22 (4) 2 0 22

Afterwards the Commodore of the Club, Mr.  
A. Danson, presented the Cup to Mr. F. P.  
Hett, owner of Alannah.

Photos were taken by Mess Cheung of the  
starts of the 7th Club Races on Saturday.

## FOOTBALL

The third attempt to decide whether  
Kowloon or the Bedford should enter the  
semi-final of the Shield competition takes place  
this afternoon at the Happy Valley. Kowloon  
will be represented by Foulkes, Lapsley and  
Van Ghinkel; Morris, Cooper and C. Wilkie;  
Hedley and Gray; Brown; P. Wilkie and Mond.  
H.M.S. Kent also meet R.E. in the Soldiers'  
Club competition this afternoon on the Military  
Ground.

## THE SITUATION IN TIBET.

## SERIOUS CHINESE-TIBETAN DIFFERENCES.

Private advices from a well-informed source,  
says the Times of the 14th ult., disclose the  
serious situation which has arisen in Tibet  
owing to the constant friction between the  
Chinese authorities and the Tibetans. The  
Viceroy, Chou, does not seem to exercise any  
real power, which apparently lies in the hands  
of Lien and Wen, the senior and junior Ambans  
resident at Lhasa. His mandarins administer  
the civil power but ignore the wishes of the  
Tibetan public and of the committee or  
council who are supposed to assist them.

The position has become so intolerable that  
representatives of the Chinese committee  
arrived in Calcutta and sent a long telegram on  
December 8 to the Viceroy, praying the  
Emperor of China to interfere in the interests  
of the sacred Buddhist religion.

The telegram accuses the Ambans of the  
desecration and destruction of monasteries, and  
states that many Lamas have been killed by the  
non-Buddhist soldiery, and that the people in  
many districts are subjected to cruel oppression.

It further declares that the proposal of the  
committee, that the British guards which have  
been withdrawn from the newly opened trade  
marts should be replaced by Tibetan police  
trained under Chinese officers, has been rejected,  
and that Chinese soldiers have been sent instead.

## THE FETTER TO CHINA.

According to a free translation, a portion of  
the telegram runs:—We cannot bear further  
ill-treatment. If more troops come, our power  
will be lost, and the Dalai Lama will remain in  
sorrow. Tibet is a holy place. If the existing  
system of law be abolished, the Buddhist  
religion will surely be lost. The Tibetans are  
more for religion than for their lives. The  
Dalai Lama pointed out these mistakes from  
his camp to the Resident, but Lien disregarded  
his letter. The Sarum of Tibet prolonged  
his journey. Many interruptions occurred.  
Therefore the Tibetans stopped supplies for  
Lien. If the Ambans and the troops are not  
withdrawn all Tibetans will probably revolt  
and much trouble will follow. The message  
closes with a prayer to the Emperor to treat  
the Tibetans kindly as he has done heretofore,  
and thereby secure perpetual gratitude.

At the time when the telegram was sent the  
Dalai Lama had not reached Lhasa, but he has  
arrived there since.

The statement as to the desecration of  
monasteries seems to be true, and sacred books  
have been used to make boots for non-Buddhist  
soldiers. It is reported that armed bands of  
Tibetans are now free to face with troops at  
Chamdo, and a conflict is possible.

There are only 200 Chinese soldiers at Lhasa  
itself. The committee have received no reply  
from Tching, though reminders have been sent.  
It is believed that the Viceroy neglects to  
place the appeal before the Emperor.

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076] E. A. HEWETT,  
SUPERINTENDENT



# GEBRUEDER LENK, RODEWISCH IV.

MANUFACTURERS OF

## BERLIN WOOL.

FOR PARTICULARS, CATALOGUES AND SAMPLES APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:

**HUGO C. A. FROMM,**  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 900.

### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

The *Nippon Maru*, with the Siberian mail and American mail, is expected here this  
morning.  
The *Delta*, with the English mail of the 21st January, left Singapore on Saturday, the  
13th instant, at 5:30 p.m., and may be expected here on or about Thursday, the 17th instant, at  
4 p.m., and the parcel mails closed in London for despatch by the *Delta* on the 12th  
January, and for despatch overland on the 19th January.

FOR	PRE	DATE
Satow, Amoy and Anping	<i>Nippon Maru</i>	Wednesday, 16th, 9:00 a.m.
Shanghai and Hongkong	<i>Singap</i>	Wednesday, 16th, 9:00 a.m.
Shanghai	<i>Havre</i>	Wednesday, 16th, 9:00 a.m.
Hongkong	<i>Marie</i>	Wednesday, 16th, 10:00 a.m.
Singapore, Penang and Bombay	<i>Ichio</i>	Wednesday, 16th, 11:00 a.m.
Nagasaki, Kobe and Yokohama	<i>Kumano Maru</i>	Wednesday, 16th, 11:00 a.m.
Singapore, Penang and Calcutta	<i>Chokung</i>	Wednesday, 16th, 11:00 a.m.
Bangkok	<i>Sut Ch</i>	Wednesday, 16th, 11:15 a.m.
Macao	<i>Glacis</i>	Wednesday, 16th, 11:15 a.m.
Shanghai, Kobe and Yokohama	<i>Eugia</i>	Wednesday, 16th, 11:15 a.m.
Shanghai and Penang	<i>Kunigera</i>	Wednesday, 16th, 11:15 a.m.
Shanghai, Amoy, Hongkong and Shanghai	<i>Buena Maru</i>	Wednesday, 16th, 11:15 a.m.
Shanghai, Amoy and Tientsin	<i>Delta Maru</i>	Thursday, 17th, 11:00 a.m.
Maula, Thursday Island, Cooktown, Cairns, Ternville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Darwin, Perth, and Fremantle	<i>Nitko Maru</i>	Thursday, 17th, 11:00 a.m.

IT IS NOT THE NAME

BUT

IT IS THE QUALITY



OBTAINABLE EVERYWHERE  
**H. RUTTONJEE & SON.**  
WINE AND SPIRIT MERCHANTS.

33]

TO-DAY  
Noon—Hongkong Jockey Club Races—  
Second Day.

### FORTHCOMING EVENTS

Friday, 18th Feb.—Extraordinary General  
Meeting of Royal Hongkong Yacht Club.  
Friday, 18th Feb.—Hongkong A.C. present  
"The Tanager" at the Theatre.  
Saturday, 19th Feb.—Ordinary Half-Yearly  
Meeting of Hongkong & Shanghai Banking  
Corporation at City Hall.  
Saturday, 26th Feb.—29th Ordinary Annual  
Meeting of Hongkong Ice Co., Ltd.  
Tuesday and Wednesday, 8th and 9th March—  
Hongkong Horticultural Society, Annual  
Show, in the Botanic Gardens.  
Wednesday, 9th March.—First Ordinary  
Meeting of H.K. Fire Insurance Co., Ltd.  
Monday, 14th March.—Fourth Annual Prize  
Meeting of China-United Service Rifle  
Association, at Kowloon City and King's  
Park Ranges.

### VESSELS EXPECTED.

THE AMERICAN MAIL.  
The T.K.K. str. *Nippon Maru* will arrive at  
Hongkong today at 7 a.m.  
The P.M. str. *Siberia* sails from Yokohama  
on the 13th inst., en route to Hongkong and is  
scheduled to arrive at this port on the 25th  
instant.

THE ENGLISH MAIL.  
The P. & O. str. *Delta* left Singapore for  
this port on the 12th inst., at 5:30 p.m., with  
the outward English Mail, and is due here to-  
morrow at about 4 p.m.

THE GERMAN MAIL.  
The I.G.M. str. *Prinzess Alice* carrying the  
German Mail with dates from Berlin of the  
26th ultimo, left Colombo on the 13th inst. a.m.,  
and may be expected here on or about the 24th  
inst.

THE CANADIAN MAIL.  
The C.P.M. str. *Empress of Japan* left  
Vancouver on the 10th inst. a.m., for Hong-  
kong via mail ports of call.

RECENT STEAMERS.  
The H.-A. Line str. *Sakata* left Singapore on  
the 9th inst. a.m., and may be expected  
here to-day.  
The Shire Line str. *Flintshire* left London  
for Hongkong on the 2nd ult., and may be  
expected here to-day.

The P. & O. str. *Sunda* left Singapore for  
this port on the 10th inst. at 5:30 p.m., and is  
due here to-day at about 7 a.m.

The N.Y.K. str. *Miyaki Maru* (European  
Line) left Singapore on the 11th inst., and is  
expected here to-day.

The N.Y.K. str. *Shimane Maru* (American  
Line) left Moji on the 12th inst., and is  
expected here to-day.

The Swedish str. *Yendo* left Singapore on  
the 10th inst. p.m., and may be expected  
here to-morrow.

The str. *Decca Castle* left Singapore on the  
11th inst., and may be expected to arrive  
here to-morrow.

The str. *Brill* left United Kingdom on the  
5th inst., for Hongkong via Straits.  
The Bank Line str. *America* left Yokohama  
on the 12th inst. for Hongkong via ports.

The O.S.K. str. *Fitzpatrick* from Tacoma  
left Shanghai for this port on the 14th inst.,  
and is expected to arrive here on or about the  
18th inst.  
The N.Y.K. str. *Takachi Maru* (Bombay  
Line) left Bombay for this port via Singapore  
on the 1st inst., and is expected here on the  
22nd inst.  
The N.Y.K. str. *Tosa Maru* (Bombay Line)  
left Bombay for this port via Singapore on  
the 11th inst., and is expected here on the 27th  
instant.

### COMMERCIAL

### EXCHANGE CLOSING QUOTATIONS.

February 15th.	
London	100/11
Telegraphic Transfer	100/11
Bank Bills, on demand	100/11
Bank Bills, at 30 days sight	100/11
Bank Bills, at 60 days sight	100/11
Bank Bills, at 90 days sight	100/11
Documentary Bills, at 3 months sight	100/11
Documentary Bills, at 6 months sight	100/11
Documentary Bills, at 9 months sight	100/11
Documentary Bills, at 12 months sight	100/11
Documentary Bills, at 18 months sight	100/11
Documentary Bills, at 24 months sight	100/11
Documentary Bills, at 30 months sight	100/11
Documentary Bills, at 36 months sight	100/11
Documentary Bills, at 42 months sight	100/11
Documentary Bills, at 48 months sight	100/11
Documentary Bills, at 54 months sight	100/11
Documentary Bills, at 60 months sight	100/11
Documentary Bills, at 66 months sight	100/11
Documentary Bills, at 72 months sight	100/11
Documentary Bills, at 78 months sight	100/11
Documentary Bills, at 84 months sight	100/11
Documentary Bills, at 90 months sight	100/11
Documentary Bills, at 96 months sight	100/11
Documentary Bills, at 102 months sight	100/11
Documentary Bills, at 108 months sight	100/11
Documentary Bills, at 114 months sight	100/11
Documentary Bills, at 120 months sight	100/11
Documentary Bills, at 126 months sight	100/11
Documentary Bills, at 132 months sight	100/11
Documentary Bills, at 138 months sight	100/11
Documentary Bills, at 144 months sight	100/11
Documentary Bills, at 150 months sight	100/11
Documentary Bills, at 156 months sight	100/11
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Documentary Bills, at 198 months sight	100/11
Documentary Bills, at 204 months sight	100/11
Documentary Bills, at 210 months sight	100/11
Documentary Bills, at 216 months sight	100/11
Documentary Bills, at 222 months sight	100/11
Documentary Bills, at 228 months sight	100/11
Documentary Bills, at 234 months sight	100/11
Documentary Bills, at 240 months sight	100/11
Documentary Bills, at 246 months sight	100/11
Documentary Bills, at 252 months sight	100/11
Documentary Bills, at 258 months sight	100/11
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Documentary Bills, at 300 months sight	100/11
Documentary Bills, at 306 months sight	100/11
Documentary Bills, at 312 months sight	100/11
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Documentary Bills, at 324 months sight	100/11
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Documentary Bills, at 354 months sight	100/11
Documentary Bills, at 360 months sight	100/11
Documentary Bills, at 366 months sight	100/11
Documentary Bills, at 372 months sight	100/11
Documentary Bills, at 378 months sight	100/11
Documentary Bills, at 384 months sight	100/11
Documentary Bills, at 390 months sight	100/11
Documentary Bills, at 396 months sight	100/11
Documentary Bills, at 402 months sight	100/11
Documentary Bills, at 408 months sight	100/11
Documentary Bills, at 414 months sight	100/11
Documentary Bills, at 420 months sight	100/11
Documentary Bills, at 426 months sight	100/11
Documentary Bills, at 432 months sight	100/11
Documentary Bills, at 438 months sight	100/11
Documentary Bills, at 444 months sight	100/11
Documentary Bills, at 450 months sight	100/11
Documentary Bills, at 456 months sight	100/11
Documentary Bills, at 462 months sight	100/11
Documentary Bills, at 468 months sight	100/11
Documentary Bills, at 474 months sight	100/11
Documentary Bills, at 480 months sight	100/11
Documentary Bills, at 486 months sight	100/11
Documentary Bills, at 492 months sight	100/11
Documentary Bills, at 498 months sight	100/11
Documentary Bills, at 504 months sight	100/11
Documentary Bills, at 510 months sight	100/11
Documentary Bills, at 516 months sight	100/11
Documentary Bills, at 522 months sight	100/11
Documentary Bills, at 528 months sight	100/11
Documentary Bills, at 534 months sight	100/11
Documentary Bills, at 540 months sight	100/11
Documentary Bills, at 546 months sight	100/11
Documentary Bills, at 552 months sight	100/11
Documentary Bills, at 558 months sight	100/11
Documentary Bills, at 564 months sight	100/11
Documentary Bills, at 570 months sight	100/11
Documentary Bills, at 576 months sight	100/11
Documentary Bills, at 582 months sight	100/11
Documentary Bills, at 588 months sight	100/11
Documentary Bills, at 594 months sight	100/11
Documentary Bills, at 600 months sight	100/11
Documentary Bills, at 606 months sight	100/11
Documentary Bills, at 612 months sight	100/11
Documentary Bills, at 618 months sight	100/11
Documentary Bills, at 624 months sight	100/11
Documentary Bills, at 630 months sight	100/11
Documentary Bills, at 636 months sight	100/11
Documentary Bills, at 642 months sight	100/11
Documentary Bills, at 648 months sight	100/11
Documentary Bills, at 654 months sight	100/11
Documentary Bills, at 660 months sight	100/11
Documentary Bills, at 666 months sight	100/11
Documentary Bills, at 672 months sight	100/11
Documentary Bills, at 678 months sight	100/11
Documentary Bills, at 684 months sight	100/11
Documentary Bills, at 690 months sight	100/11
Documentary Bills, at 696 months sight	100/11
Documentary Bills, at 702 months sight	100/11
Documentary Bills, at 708 months sight	100/11
Documentary Bills, at 714 months sight	100/11
Documentary Bills, at 720 months sight	100/11
Documentary Bills, at 726 months sight	100/11
Documentary Bills, at 732 months sight	100/11
Documentary Bills, at 738 months sight	100/11
Documentary Bills, at 744 months sight	100/11
Documentary Bills, at 750 months sight	100/11
Documentary Bills, at 756 months sight	100/11
Documentary Bills, at 762 months sight	100/11
Documentary Bills, at 768 months sight	100/11
Documentary Bills, at 774 months sight	100/11
Documentary Bills, at 780 months sight	100/11
Documentary Bills, at 786 months sight	100/11
Documentary Bills, at 792 months sight	100/11
Documentary Bills, at 798 months sight	100/11
Documentary Bills, at 804 months sight	100/11
Documentary Bills, at 810 months sight	100/11
Documentary Bills, at 816 months sight	100/11
Documentary Bills, at 822 months sight	100/11
Documentary Bills, at 828 months sight	100/11
Documentary Bills, at 834 months sight	100/11
Documentary Bills, at 840 months sight	100/11
Documentary Bills, at 846 months sight	100/11
Documentary Bills, at 852 months sight	100/11
Documentary Bills, at 858 months sight	100/11
Documentary Bills, at 864 months sight	100/11
Documentary Bills, at 870 months sight	100/11
Documentary Bills, at 876 months sight	100/11
Documentary Bills, at 882 months sight	100/11
Documentary Bills, at 888 months sight	100/11
Documentary Bills, at 894 months sight	100/11
Documentary Bills, at 900 months sight	100/11
Documentary Bills, at 906 months sight	100/11
Documentary Bills, at 912 months sight	100/11
Documentary Bills, at 918 months sight	100/11
Documentary Bills, at 924 months sight	100/11
Documentary Bills, at 930 months sight	100/11
Documentary Bills, at 936 months sight	100/11
Documentary Bills, at 942 months sight	100/11
Documentary Bills, at 948 months sight	100/11
Documentary Bills, at 954 months sight	100/11
Documentary Bills, at 960 months sight	100/11
Documentary Bills, at 966 months sight	100/11
Documentary Bills, at 972 months sight	100/11
Documentary Bills, at 978 months sight	100/11
Documentary Bills, at 984 months sight	100/11
Documentary Bills, at 990 months sight	100/11
Documentary Bills, at 996 months sight	100/11
Documentary Bills, at 1000 months sight	100/11

THE O.S.K. str. *Fitzpatrick* from Tacoma  
left Shanghai for this port on the 14th inst.,  
and is expected to arrive here on or about the  
18th inst.  
The N.Y.K. str. *Takachi Maru* (Bombay  
Line) left Bombay for this port via Singapore  
on the 1st inst., and is expected here on the  
22nd inst.  
The N.Y.K. str. *Tosa Maru* (Bombay Line)  
left Bombay for this port via Singapore on  
the 11th inst., and is expected here on the 27th  
instant.

### COMMERCIAL

### EXCHANGE CLOSING QUOTATIONS.

February 14th.	
London	100/11
Telegraphic Transfer	100/11
Bank Bills, on demand	100/11
Bank Bills, at 30 days sight	100/11
Bank Bills, at 60 days sight	100/11
Bank Bills, at 90 days sight	100/11
Bank Bills, at 120 days sight	100/11
Bank Bills, at 150 days sight	100/11
Bank Bills, at 180 days sight	100/11
Bank Bills, at 210 days sight	100/11
Bank Bills, at 240 days sight	100/11
Bank Bills, at 270 days sight	100/11
Bank Bills, at 300 days sight	100/11
Bank Bills, at 330 days sight	100/11
Bank Bills, at 360 days sight	100/11
Bank Bills, at 390 days sight	100/11
Bank Bills, at 420 days sight	100/11
Bank Bills, at 450 days sight	100/11
Bank Bills, at 480 days sight	100/11
Bank Bills, at 510 days sight	100/11
Bank Bills, at 540 days sight	100/11
Bank Bills, at 570 days sight	100/11
Bank Bills, at 600 days sight	100/11
Bank Bills, at 630 days sight	100/11
Bank Bills, at 660 days sight	100/11
Bank Bills, at 690 days sight	100/11
Bank Bills, at 720 days sight	100/11
Bank Bills, at 750 days sight	100/11
Bank Bills, at 780 days sight	100/11
Bank Bills, at 810 days sight	100/11
Bank Bills, at 840 days sight	100/11
Bank Bills, at 870 days sight	100/11
Bank Bills, at 900 days sight	100/11
Bank Bills, at 930 days sight	100/11
Bank Bills, at 960 days sight	100/11
Bank Bills, at 990 days sight	100/11
Bank Bills, at 1000 days sight	100/11

# The Cigarettes of Distinction **Bouton Rouge** and **Felucca**



A LUXURY TO  
THE MAN  
OF TASTE.

IN 50'S & 100'S  
HERMETICALLY SEALED BOXES  
AT \$4.20 AND \$2.80 PER 100  
FROM ALL TOBACCONISTS.



### SHARE LIST—QUOTATIONS.

HONGKONG, FEBRUARY 14th, 1910.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTA- TION
<b>BANKS</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$990, sellers
National Bank of China, Limited	99,925	\$7	26	\$75, buyers
Bell's Amoy Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Bank Company, Limited	60,000	\$12	\$12	\$114, sellers
China Light and Power Company, Limited	30,000	\$10	\$10	\$85, buyers
China Petroleum, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$83, 2nd buyers
<b>COTTON MILLS</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 131
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 40	Tls. 40	\$5.50, sales
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 73
Laon-Kung-Mow C. Spin & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 85
Soy (Chee) Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 375
Dairy Farm Company, Limited	40,000	\$73	\$4	\$162, buyers
<b>DOCK AND WHARVES</b>				
Whong & Wharves Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sales
Hongkong and Wharves Dock Co., Ltd.	50,000	\$50	\$50	\$53, buyers
New Amoy Dock Co., Limited	10,000	\$50	Tls. 100	\$50, sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 125
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 125
<b>SEAWORK &amp; CO., LIMITED</b>	18,000	\$25	\$23	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$71, buyers